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CROP EXPORT MOVEMENT.

In the movement of the surplus of the crops of the United States to ports for export there are features of much concern to the competitive ports, to the railroads that extend to them from the commercial crop areas, to steamship companies, and to the producers and handlers of the surplus. A comprehensive examination of the various problems involved is contained in Bulletin No. 38, entitled "Crop Export Movement and Port Facilities," prepared by Frank Andrews, transportation expert, and recently issued by the Division of Foreign Markets of the Bureau of Statistics of the Department of Agriculture.

The share of cotton, wheat, flour, and corn exported from the Atlantic ports decreased during the twenty-one fiscal years ending with 1904, while the percentages exported from the ports of the Gulf coast increased. This coast exported 44 per cent of the total cotton exports of the United States during 1884-1888 and 60 per cent in 1905, while the Atlantic seaboard cities exported 55 per cent in 1884-1888 and only 34 per cent in 1905. In the wheat trade the Atlantic ports declined from 59 per cent during 1884-1888 to 20 per cent in 1904, and the Gulf ports increased from 2 per cent to 55 per cent during the same time. The Gulf coast's share in the wheat-flour exports in 1904 was 12 per cent of the total for the United States, a large relative increase over previous years. No comparison is made with 1905 because it was an abnormal year. The percentage of the corn export trade handled respectively by the Atlantic ports and by the Gulf ports changed but little during the period 1884-1904, but in 1905 the Gulf ports gained materially at the expense of the Atlantic ports.

The abnormal conditions in the export grain trade during the fiscal year 1905 were marked by a drop in the percentage of wheat exported from the Gulf ports from 55 per cent in 1904 to 1 per cent in 1905, and by the rise in the exports of corn from those ports from 16 per cent to 29 per cent during the same time.

During the twenty-one years ending with 1905, the Atlantic and Gulf ports together handled from 94 to 99 per cent of the exports of cotton and from 87 to 91 per cent of the corn exported; but, in the wheat and flour trade, a considerable amount was exported from the Pacific coast. In 1905 only 6 per cent of the wheat exported went from Atlantic and Gulf seaports, while the Pacific coast cities handled 92 per cent. Of the wheat flour exported in 1905 the Atlantic and Gulf ports shipped 60 per cent, the Pacific ports 35 per cent, and 5 per cent was exported across the border into Canada and Mexico.

The two groups of Atlantic and Gulf ports are compared in the following statement of the percentages of the national exports passing through them:

Years ending June 30—	Cotton.		Wheat.		Wheat flour.		Corn.	
	Atlan-	Gulf.	Atlan-	Gulf.	Atlan-	Gulf.	Atlan-	Gulf.
	Per ct.	Per ct.	Per ct.	Per ct.				
1884-1888	55	44	59	2	81	1	74	15
1889-1893	52	47	53	9	81	1	74	13
1894-1898	44	54	53	10	79	3	71	19
1899-1903	37	60	47	22	74	6	75	16
1904	33	65	20	55	63	12	74	16
1905	34	60	5	1	53	7	59	29

In 1904 nearly one-fourth of the cotton crop of the United States was produced in Texas, and more than one-half in Texas, Mississippi, and Georgia. Much of the cotton raised in Mississippi reaches New Orleans and Memphis, and some goes to Mobile and Savannah. The leading primary market for Georgia cotton is Savannah, while Galveston receives, in addition to a large share of the Texas crop, considerable quantities from the Indian Territory and Oklahoma. More than 5,000,000 bales were shipped to Galveston, New Orleans, and Savannah during the crop year ending August 31, 1904, and these three cities exported during the corresponding fiscal year nearly three-fourths of the total exports of cotton from the United States.

Most of the surplus wheat of the United States is produced in the country lying west of the Mississippi River, north of Oklahoma, and east of the Rocky Mountains. Owing to the great quantity of flour manufactured in Minneapolis, the receipts of wheat at that city are larger than those of any other in the United States; in 1904 they amounted to 87,000,000 bushels. In the same year the receipts of wheat at Kansas City were 39,000,000 bushels; at Duluth, 27,000,000; at Buffalo, 26,000,000; and at Chicago, 24,000,000 bushels.

The greater part of the corn crop of the United States is produced in the Mississippi Valley south of the lower limits of the Great Lakes and the southern boundaries of Minnesota and South Dakota, and north of the Ohio River and the northern boundaries of Arkansas and Oklahoma. The production of this region, together with the crop of Texas, amounted in 1904 to 1,574,000,000 bushels. In 1902, 1903, and 1904 Illinois was the leading State in the production of corn, Iowa second.

Corn appears in the export trade of the United States in the form of grain and also as an element of value in live stock and animal products. The practice of farmers in sending their corn to market "on the hoof" explains the great difference between the quantity of corn harvested and the quantity received in the form of grain at the various inland trade centers. The leading primary market for corn is Chicago, and during the six years ending with 1904 an average of 101,000,000 bushels of corn per annum was received there. This was more than the combined receipts at Buffalo, St. Louis, Peoria, Kansas City, and Cincinnati. The total receipts of corn at these six trade centers, although amounting to nearly 200,000,000 bushels, equaled only 8 per cent of the corn crop of the United States.

The cost of exporting a 500-pound bale of cotton from the interior of Texas to Liverpool, via Galveston, is estimated at \$6, including freight charges, insurance, office expenses, and minor charges. The cost of exporting a bale from the interior of Alabama via Mobile to Liverpool, was estimated in 1897 to be \$7.89, and in 1840 to be \$18.15.

It is also estimated that the charges for shipping a bushel of wheat by rail from Buffalo to New York amount to about 6.12 cents, allowing 5 cents for freight, 0.625 cent for weighing, 0.125 cent for elevator charges, 0.15 cent for trimming, and 0.22 cent for insurance.

Although New York's relative importance as a port from which agricultural products are exported is diminishing, it is, nevertheless, the third port of the world in the value of all exports and imports, being surpassed only by London and Liverpool. During the fiscal year 1904, 61 per cent of the imports and 34 per cent of the domestic exports of the United States passed through New York, and the total value of all classes of its foreign trade exceeded \$1,160,000,000.

Certain characteristics of foreign trade in farm products pertain to each prominent Atlantic and Gulf port. About one-half of the wheat and cattle exported from Canada via the United States passes through Portland, Me. During the fiscal year 1905, 18,514 Canadian cattle and 2,531,449 bushels of Canadian wheat were exported through this port. Boston's exports consist chiefly of grain, flour, cotton, cattle, and meat, and include nearly two-fifths of the exported fresh beef. Nearly every article exported from this country is represented in the trade of New York. In 1904 Philadelphia exported \$9,000,000 worth of meat and meat products, \$8,000,000 worth of flour, \$4,000,000 worth of cattle, and \$4,000,000 worth of corn.

Baltimore's exports of flour in 1904 amounted to \$12,000,000; lard, \$8,000,000; tobacco, \$8,000,000; corn, \$6,000,000; cattle, \$6,000,000; and cotton, \$5,000,000. The leading farm products exported from Newport News that year were flour, \$4,000,000; cattle, \$3,000,000; and corn, lard, tobacco, and cotton, about \$1,000,000 each. Norfolk's leading exports were lard, flour, tobacco, and cattle. Cotton made up \$18,780,288 out of \$19,085,221 for all exports at Wilmington, N. C., in 1904. The cotton exports from Charleston, S. C., that year were valued at \$2,300,172, and all other exports at \$30,503. At Savannah and Pensacola, also, cotton is the chief farm product exported. Between Hampton Roads and New Orleans no other city exports so great a variety of articles as Mobile, but about one-half the value of exports in 1904 was due to cotton and one-eighth to grain and flour. New Orleans and Galveston are the leading cotton ports and are among the first in the export of grain.

